THE TATULE SEEL AS BUILDING STREET STREET

Their Services - History of the Postal-Car Service-The Unheeded Appeals.

There is a proverb that great corperations have no souts, which, of course, is literally true; but the public are on the eve of realization of the fact that eyare very important bodies and have consider-

ablemerve and resolution. There is every prospect that after the Isteday of April-pext Tuesday-the country will experience very serious embarrassment in consequence of the delays in distributing the mails by reasen of the refusal of some of the most powerful ranway companies in the Union to furnish the facilities which ave been enjoyed in the distribution and delivery of mail matter during the past nine years. And it must be remembered, 400, that should this crisis supervene the embarrassment will be much more erious than many persons anticipate. It will not mercly put the mercawtile public in the same condition of inconvenience that existed prior to 1884. when what are known as "postal railway cars"

Were not in vogue, but THE EMBARRASSMENT WILL BE INCREASED almost in proportion to the ratio of increase in the poetal business of the country since that time. The particular service which has tended so greatly to facilitate the public business is afforded by what are known as "postal cars." These are of about the size of the ordinary baggage car attached to passenger trains, and within are fitted up with drawers, deaks and pigeonnoles, so that they are, in fact, miniature post offices. These cars carry from two to five Post Office clerks, and receive the mails, unassorted, in bulk, from the general offices. As the express train speeds on its way the clerks assort the mails, and by the time it reaches the various stations on its route where heavy mails are dropped the bags are ready for delivery either to the offices or to connecting trains running over various routes. To the commercial and mercantile communities it is almost impossible to estimate the

RENEFITS TO BE DERIVED from this rapid method of distribution. It is this great and important public service which the railway companies now threaten to discontinue unless the government makes provision for extra compensation for it. In the event of its discontinusace the mails will be made up in the various post sices after the old fashion, put into the separate bags for the various mail stations, and dumped in a corner of the regular baggage car.
In order to learn the reasons which have

prompted the railway companies to resort to this impending extremity a HERALD reporter called resterday afternoon on Mr. John Taylor Johnston, Fresident of the Central Railroad of New Jersey,

President of the Central Rairond of New Jersey, and requested his views on the subject.

President Johnston stated in reply to inquiries that the New Jersey Central is not so directly interested as some of the other lines, who have liven the government notice of discontinuance, for the reason that 'he Central does not ran postal cars, "How is it, then," inquired the reporter, "that you are represented as having signed the notification to the government on behalf of the Central line?"

well," replied Mr. Johnston, "the reason is this. We are now under contract with the government for mail service, and under the conditions of that service we have been under the obligation to put on postal cars whenever the Postal Department at Washington gave us notice that they would require us to do so. We have never been so notified by the Postmaster General, and of course have not put them on. Still, masmuch as we are expected to do so if required, and habe under existing rules to be called on, I signed the aotification when

under existing rules to be called on, I signed the notification when

THE MOVEMENT BEGAN,
so as to guard ourselves in the future to meet the hability. I have received a letter from Mr. Hinckley, of the Baltimore road, on the subject, which letter is now lying on my desk, and will, no doubt, present fully to the public the railway companies' lustification, under the circumstances, for the step they have taken. Of course, in cases like this, public judgment is very likely to be against us until they understand the facts, the public generally not being disposed to look kindly upon great corporations or monopolies as they are pleased to term them. We are sufficiently well aware of this sentiment, and do not care to have it arrayed against us unless we are quite certain that we have strong grounds in our favor, and I think the public will concede that we are not acting in a grasping or unjust manner in the circumstances of this present difficulty."

As the New Jersey Central is not so deeply interested at present as those companies that are received.

As the New Jersey Central is not so deeps inter-ested at present as those companies that are run-ning the postal cirk, Mr. Johnston did not desire to express any further opinion just now on the The reporter next visited the offices of the Penn-

The reporter next visited the offices of the Pennsylvania Bailroad, in Jersey City, and inquired for the General Superintedent. That official was absent, however, and his clerk referred the reporter to the Division Superintendent. This gentleman also was absent, but his clerk informed the reporter that the Pennsylvania Railroad Company was not one of the objecting corporations. He understood there were about eight companies confederated in the movement, but had no idea as to what companies they were, nor indeed positively as to any one of them. The reporter inquired of several "chief" and subordinate "clerks," "assistant agents" and the like in various railway offices, but they knew nothing of the movement, nor of the roads engaged in it, though they had all "seen a little in the papers about it."

The following is a copy of President Hinckley's letter, referred to by President Johnston, copies of which have, it is understooi, been forwarded to the chief officers of the various railway companies interested:—

the chief officers of the various railway companies interested:—

Nin-In response to an article in the Press of to-day, headed "Information Wanted Concerning the Relations of the Kailroad Companies and the Postal Service," I present the following statement of the experience of this company as a mail carrier;—

In 1868 we were paid \$47.500 per annum for delivering the mails daily in Philadelphia as five o'clock P. M. and in Baatimore at halt-past three P. M., consuming seven hours per trip of 100 miles.

In 1869 we were asked by the Post Office Department to carry the mails twice each way daily, offering \$30,000 per annum for the service. This offer was declined, as also was our offer to carry the mails once daily, unless we would allow the Post Office Department to direct the running time. In 1856 the mails were taken from our road and suct from Baitimore to Philadelphia, via York and Columbia, 147 miles, in fifteen hours, up to the 1st of April, at which date we contracted to carry one mail daily during the year, and a second mail every week day from the iss of April to December 10, for \$30,000 per annum. In 1850 the rate was increased to \$35,600.

In 1850 we were paid to the service performed by carrying the small mails of those days in one end of the car which carried the bagging of passengers.

These rates were induced, by the assurances of the Post office Department that we should be paid for the service, to introduce postal cars, which are, in fact, distributing post offices of makes, transported upon express traits.

and transported with the mails and from three to five clerks in each car.

For this service this company never received one cent of pay: for, as will be seen above, we were paid more money per annum in 1830 than in 1872 for our mail service.

There are many other ways in which the Post office Department has imposed new and heavy burdens upon us of late years, while refusing any increase of pay.

The persons carried as free passencers by order of the Post office Department, in 1871, by this company, it they had bought their tickets, would have paid this company more than \$17,000, or more than forty per cent of the whole amount paid us for mail service in that year.

Twice since 1856 have mail trains between New York and Battimore been thrown from the track and passengers seriously injured by mails carclessly dropped from postal cars by post office employes, one of whom sued for damages the company whose train he had caused to be wrecked.

Mail matter is no longer confined to letters, papers, documents, &c. Of late years the Post Office Depart-

for damages the company whose train he had caused to be wrecked.

Mail matter is no longer confined to letters, papers, documents ac. Of late years the Post Office Department knows the mails to carry merchandise as mail matter. Large amounts of freight in the form of stationery, books and miscellaneous matter, formerly carried by us, as freight or by adams Express. Company over our road, are now forced upon us as mail matter. Thus we are not only deprived of the revenue which would be derived from the freight for revenue which would be derived from the freight, but we are also made to carry that freight for nothing. Moreover, the Post Office Department having nothing to pay for carrying merchandise as mail matter, fixes such low rates by mail that this company and Adams Express Company, running on our road, cannot possibly compete tor a traile for which our road, cannot possibly compete tor a traile for which our road, cannot possibly compete tor a traile for which our road, cannot possibly compete tor a traile for which our road are aligned as a company.

mail matter, trees such low rates by mail that this company and adams Express Company, running on our road, cannot possibly compete for a traile for which our road and possibly compete for a traile for which our road has a just claim.

Tear after year this company has urged our claims upon the Post office Department and upon Congress, and year after year tongress and the Postmister General maintained their position of masterly inactivity. Once, in Postmaster General knowled in the post lost of the Postmaster General knowled in the post lost of the Postmaster General knowled in the post lost posts cars. That hill did not get through the Poisse. Once since, Congress enacted a law winch affect the Commail service performed in postal cars. But no appropriation was ever made for the purpose, and the law was a mockery so far as this company is concerned.

A new Postal act has passed the Forty-second Congress, at its third session, which provides that railroad companies who consent to provide postal cars may be paid something for the service, while railroad companies who consent to provide postal cars may be paid something for the service, while railroad companies preferring to carry the mails in the baggage cars, as formerly, shall receive no addition.

The new postal act allows the Postmaster General to

iy, shall receive no addition.

be now postal act allows the Postmaster General to to this company. If we finite, invasis, light, warm run postal ears, with four or five cierks in each, a gonul outr to make in the control of the co

THE POSTAL-CAR STRIKE,

Car of Post Office cars and aparticins which we notice the Post Office cars and aparticins which we now the first thin status in the status in the

"Bin—The undersigned railroad companies respectfully represent—
"That many years since they introduced railway post office cars upon their several roads, under assarances from the Post Office Department that they should be paid for their services; that they have been induced to continue to run such cars in the expectation of such payment; that they have never been paid for the use of stide care, but have been and now are firmishing, lighting, warming assertationing expensive railway, post office care their mail service a not logit speed, white receiving for their mail service a not logit speed, white receiving for their mail service a not logit speed, white receiving for their mail service a not logit speed, white receiving for their mail service a not logit speed, white receiving for their mail service a not logit speed, white receiving for their mail service a not logit speed, white receiving for an interest of their rails as sollows, namely ——That they should be paid for transporting the mails in rajitary post office care at the rate of forty cents per eagh, whele car per interval, and a a proportional rate for partions of cars occupied for railway post offices. That if they transport post office levels free of charge no claim should be made upon the rail companies in case of accidents, and that post office agents raining in passenger care should pay two office agents raining in passenger care should pay two office agents raining in passenger care should pay two office agents raining in passenger care should pay two office agents raining in passenger care should pay two office agents, and that post office agents raining in passenger care should pay two office agents, and that post office agents raining in passenger care should pay two office agents raining the best office of the transportation of car tonds of tregit an etherapears at two speed.

"Confident that he Post Office Department and the post office care as a continued to the continued of the raining of the payment to provide and run rail-way post off

the General Post Office Department to provide railway post office ears.

"Very respectfulty, your-obedient servant,

"J. KDGAR THOMPSON,

"President Pennsylvania Kaitroad."

"A paper corresponding with this communication has been signed by the presidents of the following railroad companies, namely:— Soston and Albany Kaitroad Company, Penladelphia, Whimigton and Bultimore kailroad Company, Connecticat River Railroad Company, Central Railroad of New Jersey, New York, New Haven and Hartford Railroad, New York Gentral Railroad, Hudson River Railroad, New York up teric Kaitroad, Hudson River Railroad, New York Spin teric Kaitroad, Ruilroad, "Assistant President Fennsylvania Railroad, "Hob. J. A. J. Creswall, Fostmaster General, Washington, D. C."

"I was kindly given hearings before the Senate and

"Hon, J. A. J. Creswell, Fostmaster General, Washington, D. C., "Indy given hearings before the Senate and House committees, and they were made tally aware of the views of the radroad companies and of the good and sufficient reasons for the decided action of the latter. Consequently the law was passed advisedly, and with the best reasons upon the part of Congressmen for knowing that they were not providing for the continuance of postal car service. Yours, very respectfully, "President Philadelphia, Wilmington and Baltimore Railroad Company," "March 20, 1873."

### THE TEMPERANCE CAUSE.

Meeting of the Convention of the National Temperance Society-Addresses by the Rev. Dr. John Hall and O. B. Frothingham-Resolutions Offered by Aaron M. Powell.

A meeting of friends of temperance, called by the National Temperance Society, was held at the matinée room of Steinway Hall yesterday afternoon. There was a fair sprinkling of ladies among the audience. Mr. William E. Dodge presided. The Rev. John Hall delivered an address on the "Social Drinking Usages." He said there was a very large class of persons engaged in distributing intoxicating drinks all over the country. There was not much to be hoped from the attempt to deal with this class of people; but there are many Christians who have erred in regard to this subject, and would abandon these evil usages if their attention were only called to the importance of their doing so. In social gatherings and at public entertainments strong drinks were almost invariably offered. He had been at some of these entertain ments and was compelled to say that when the lasted until a pretty late hour the men were almost all in such a condition as to make them

VERY UNCONGENIAL SOCIETY for anybody who had been drinking cold water all the evening. Young people were habituated to these beverages by the present social customs, which tended to give an air of respectability to the habit of drinking. They accustomed young men to think that their luncheon or dinner was incomplete without their glass of wine. These social customs tended to nullity all the advices of the friends of temperance. When young men drank at the tables—the hosts of which they esteemed more than any other of their friends—they certainly could not be expected to heed the advice they heard from the pupit on the day previous. He wanted to put it to the good sense of Christian people whether young people would abstain from drinking when they saw the glass of wine at the lips of their father or mother. He had seen the bride watching with tremulous nervousness her husband lest the wine that was being freely offered should rouse in him

mother. He had seen the Spide watering with tremulous nervousness her husband lest the wine that was being freely offered should rouse in him all.

THE WORST PASSIONS OF HIS NATURE.

A man needs to be a strong one to resist the temptation of drinking with his every-day friends and associates.

When the smallpox threatened them in this city they were all substantially agreed upon measures of prevention. When the contagion had been most dreadful it was still limited; but here was a contagion compared with which all the ravages of smallpox were mere trifles. The social customs of the present age tended also to demoralize those that served them. What was "the thing" for the parlor was also "the thing" for the kitchen. The cook and the coachman wanted a lew "stimulants" till they finally became drunk and had to be dismissed. They were responsible for this form of moral decay. Me did not mean to say that all the evils of this system could be classified or enumerated. Every man and every woman who contributed, be it only in the smallest degree, to these lamestable results was responsible for them before God Almighty. He would venture the statement that there was much more

DRINKING AMONG THE HIGHER CLASSES than was commonly supposed; there was much more drinking ameng females—young females—than was commonly supposed. If things would go on in this way for the next ten years the country would be in a sad condition indeed. It was a service spirit of imitation which led them to adopt what were supposed to be the usages of good society across the water. It was a disgraceful spirit of imitation, Applause). He wished to say to Christian women especially to set their laces against those customs that made drinking respectable.

Mr. Dodge said he was reminded of a fact that came to his knowledge last week. A scholar in one of the most respectable schools of the city said to his mother:—"If I did not love you so much! would do as the other boys are doing—they go to the bars at lunch time and have a glass of wine with their lunch

but had been compelled to lorego the habit on account of the condition in which she saw some of her young guests.

The Rev. Cyrus Foss said that the ladies, who were in all matters the great moral reformers, could bring this matter to a triumphant issue.

AARON M. POWELL offered the following resolutions, which were adopted:—

Resolved. That it is the opinion of this conference that a large proportion of the prevailing intemperance has its origin in the drinking usages associated by custom and ladion with the offices of hospitality and triendship.

And the said of the latest and the said of the said

sional Temperance Society in Washington, embracing some sixty Senators and Representatives, which was very encouraging, indeed. The condition of foreign countries was even more lamentable than it was in the United States. In Cork he saw wine and brandy on the tables at meetings of Christian workers.

After a lengthy discussion the meeting adjourned.

# COMPTROLLER'S RECEIPTS.

Comptroller Green reports the following amounts collected yesterday and paid into the City Treasury,

Prom arrearages of taxes, assessments, Croton water rents and interest.....\$11,898

From arrearages of taxes, assessments, Croton water rents and interest.....\$3,871

From assessments for street openings and improvements. Prom market rents, fees, Ac.

VIZ. :-

### SYMPATHETIC SYRACUSE.

A Respite of Three Weeks to Another Convicted Murderer.

Henry Fralich, of Syracuse, Net To Be Hanged Until the 18th of April-Governor Dix Again in a Dilemma-His Official Letters-Inflexible, but a New Trial Probable.

#### THE MURDERER IN HIS CELL.

SYRACUSE, March 27, 1873. Henry Fralich, the alleged murderer of Peter haffer (both Germans by birth and citizens of Syracuse, N. Y., by adoption), is still wearrly spending is gloomy hours of incarceration here under the shadow of the gallows, with, however, a faint ray of hope for parden from Governor bix, who seems. not withstanding, to be as indexible and as full of that sapreme decision of character in this as in the Foster case. Both cases were not very unlike in their origin, as each deed may be said to have been perpetrated through a sudden freak of anger which stimulated passion to the accomplishment of crime. A vast difference, however, has been made manifest in their development. better traits of his personal character—Fraich is illiterate, uneducated in the widest sense of the excitable temperament and reckiess, dangerous disposition, which your correspondent, in an interview with him this morning, could notice even in the tamest moments of his imprisonment.

The following is

A SERTCH OF HIS EVIL DOING,
of his trial, conviction and sentence, of the reasons which led Governor Dix to grant him a respite of three weeks, and finally of your reporter's interview with the unfortunate man and his counsel miner Court held in Opendaga county, in 1872, Henry Fralich, a Fourth ward Datch Syracusan,

was indicted for the
MURDER OF PETER SHAFFER at Syracuse on the 3d of August, 1872. the prisoner pleaded "not guilty" and the trial was postponed until January 20, 1873, when Messrs. Noxon and Butterfield were appointed as associate counsel for the prisoner. On the 29th of January the trial was opened by the District Attorney, lasted three days and resulted in the conviction of the prisoner for murder in the first degree

THE PACTS SHOWN IN THE TRIAL were that the prisoner with a bayonet which he held in his hand stabbed Peter Shaffer on the 3d day of August, 1872, in the left lung, from which wound he aimost immediately died.

Two witnesses proved the willul perpetration of the deed, one of whom was in the saloon at the time, and the other a casual observer from the door of a neighboring dwelling house. The District Attorney reviewed the whole facts

of the case in strong and effective language. Judge Morgan charged the jury, who returned a

MURDER IN THE PIPET DECEMBE Counsel for the prisoner made out a bill of exeptions, which was settled on Friday, February 21. The defendant's counsel also made a motion on February 14 for a new trial on the ground that the jurymen were not properly summoned before whom the prisoner was indicted and tried, which the Court subsequently overruled. On the 4th of Pebruary last

THE PRISONER'S SENTENCE to be hanged was fixed for to-day, but was prolonged until April 18 by the official interposition of Governor Dix, under the following circumstances:—
After settling the bill of exceptions, the prisoner's counse; made application to Judge Morgan for a writ of error to remove the proceedings to the Supreme Court and for an order to stay proceedings upon the judgment. The writ of error was allowed, but the Judge declined to stay the proceedings, so that the only course left for the prisoner to pursue was to make application to the Governor for a commutation of his sentence to imprisonment for lile.

Areasy house weeks.
Following a despatch to this effect from Mr. James Noxon (prisoner's counsel) to Governor Dix came the appended correspondence:—

Albary, March 25, 1573—5:10 P. M. of Governor Dix, under the following circum-

came the appended correspondence:

ALBANY, March 25, 1873—5:10 P. M.

To James Noxon, Syracuse, N. Y:—
I find nothing in the case of Frailch to justify me in commuting his sentence. The affidavits may constitute grounds of application for a new trial, but not for Executive interposition: except to give time to make such application would the application be entertained. See case or Quimbo Appo vs. The People, 2 New York Reports, 281.

MR. NOXON'S REPLY.

MR. NOXON'S REPLY.

MR. NOXON'S REPLY.

MR. NOMON SYLACUSE, March 20, 1510.

Sylacuse, March 20, 1510.

Sylacuse, March 20, 1510.

In behalf of Fraitch, and as his connect, I apply for a respite. Bill of Skeeptions have been settled and writ of error allowed. In addition to exceptions, we desire to move for a new trial on newly discovered evidence. The motion can only be made at the General Term, on the hearing of the bill of exceptions. For that purpose we desire a reprieve until the 20th of Jane. Our General Term is June 10. It is not possible to get ready for the term to be held April I. Please answer.

Respectfully yours.

Respectfully yours.

Respectfully yours,

JAMES NOXON.

THE PRISONER RESPITED.

JAMES NOXON, Syracuse, N. Y.

I have telegraphed to the Sheriff that the execution will be postponed until the 18th of April. I will write by mail to-morrow.

DESPATCH TO SHERIFF EVANS.

EXECUTIVE CHAMBER, ALBANY, MARCH 25, 1873.

TO WILLIAM EVANS, Sheriff of OBORDARY COUNTY:

In the case of Henry Frailed the execution of the sentence is postponed until Friday, the 18th of April. The respite will be mailed to-morrow.

JOHN A. DIX.

The letter Governor Dix refers to in this last was received yesterday through the Fardon Clerk, and the purport of it is given underneath.

Sheriff Evans was making the necessary arrangements for the execution when he received the above despatch from Governor Dix Informing him of the respite of Frailrah, while during the greater part of yesterday the morbid prochvities of Syracusans in general were laid bare by their eager and continued conversation on the late of the poor unfortunate man.

INTERVIEWING PRISONER'S COUNSEL.

ortunate man.
INTERVIEWING PRISONER'S COUNSEL. fortunate man.

INTERVIEWING PRISONER'S COUNSEL.

Your correspondent visited Mr. Noxon this morning to learn from him the purgert of the Governor's last letter. He was engaged in preparing his last effort in behalf of the condemned prisoner. He said a new witness had turned up in this case—a Mr. Williams—a man of character, whose very important evidence he had already submitted to the Governor, in reply to which was the last official letter from him, which he Mr. Noxon, hed in his hand. Being private he would read it, but did not wish to have it copied for publication. It merely contained a brief review of the following affidavit made by Williams, who now turns up to show that death was the result of an accident, and staged that the respite airearly given may afford time of preparation for a new trial:—

WILLIAMS' APPIDAVIT.

given may afford time of preparation for a new trial:—

WILLIAMS' AFFIDAVIT.

When I was about opposite Fralich's house I saw Fralch come out of his house with a bounder in hister hand and a club in his right hand. Fralich went directly to the front door of Karolfe's saloon and therein entered. I immediately stepped life the doorway of said saloon and remained standing there from one to two minutes. I saw Fraiich pass about half the length of the barroom of said saloon. He was there me to with the saloon and remained standing there from one to two minutes. I saw Fraiich pass about half the length of the barroom of said saloon. He was there me to with schaffer, the wife of feter schaffer, deceased, who immediately selzed him by his clothes. Fralich then and there struck her a blow with the club, which he held in his right hand, upon her head. Peter Schaffer, who stood at the easterly and further end of said barroom, immediately spring forward towards Fralich and grabbed him by or near the throat and threw him over backwards upon the foor. Fraiich fell partly upon his back, with his head resting against the partition in said saloon. As Fralich fell he hed the buyonet in his left hand by the blade, grasping it at about an equal distance from each end of the bayonet. The handle to the bayonet was resting upon the body of Fralich, with the point pointed nearly perpendicular from his body. As Peter Schaffer threw Fralich backwards he fell upon him schaffer said. — you, you have stabbed me!" After Fralich struck Schaffer's wide he did not advance towards Schaffer, nor did he at any time in my presence use or attempt to use the bayonetagainst Freer Schaffer, or to stab him therewith. Immediately after they tell upon the thoor and I had seen the above transaction I went upon my way and saw a policeman and told him he was probably heeded at that saloon. At the time I left the saloon I was not aware a leminide had been committed.

and solitude and sickly air of the Tombs about it. In a word, it is apparently a humane prison compared with the catecomes of Centre street. It contains 240 inmates, forty of whom are convicts. Fraitch is the only convicted murderer, and his eight-by-four cell alone constitutes Murderer's Eow. The very obliging superintendents, Messrs. Williams and Engler, accompanied me to the cell (No. 19) and immediately let loose its pitiable inhabitant. He looked wretchedly wild and stared with terrific auxiety at his new visitor, as if some, mexpected message of evil was about to be thundered in his ear, but soon became quieted after a few words of assurance were spoken to him by the Governor. He and the likkallo man were then left alone is conversation, sitting at a table beneath the iros balconies of the convicts' prison department.

the iros balconies of the convicts' prison department.

HIS HEARTENDING STORY.

He there and then commenced to tell the story of als crime with dreadful nervousness and obvicas rejuctance. After stating the manner in which shader assused his wife and children, and mentioning the numerous epithets wrongly heaped upon them, the poor emacated fellow said, in his own ANGLO-DUTCH VERNACULAR,

"When I heard what was said my blood boiled afid I was very angry. So I took a bayonet in my left hand and a club in my right for the purpose of defending myself if attacked, and went out to the saioon to get satisfaction. When I pushed in the door Shaffer's wife, reeing what I had in my hand, I ran up to oppose me, so I hit her with the club on the head and she fell to the ground. Then Shaffer faced me and I put the bayonet which I held in my left hand against my left hip, so he put his hand around my neck, and as he was a much stronger man, threw me on my back. I held the bayonet in the same position and he fell on it. It pierced him in the left side, which shows that I did not stab him, fer I couldn't stab him with my left hand in that place on account of the way he held me. So I couldn't help killing him. I didn't get a hiar trial, for Byer swore he saw me stabbing him and he wasn't in the house at all. I was a laboring man. My wife has four children and nothing to support them. I was giad when the respite came the rubbed his hands and some delusive nope made nis pallid lace look colder).

"Will you say something good for me?" he continued.

"I will tell your stery as you have spoken it,"

tinued.
"I will tell your stery as you have spoken it," said the Herald man. "Good day."
"Good day, sir." He ran to warm his bloodless limbs at the stove in the yard. Your reporter left the precanct and returned to Syracuse, a softened Dionysius, brooding on his way back over the misery of that man, and feeling how appropriate in his case were the words of the old Latin satirist:—

Illa dolet vere qui sine teste dolet.

#### HYDROPHOBIA.

A Case of Successful Cure in This City-A Letter from the Physician-The Reme-

dies Employed.
The following communication, narrating a remarkable and successful cure of hydrophosia in this city, and which seems to be fully authenticated, has been sent to the HERALD by the physician who attended the victim, and his account of the others in the hot days that are approaching :-

treatment used may be of value and benefit to others in the hot days that are approaching:

To the Editor of the Herald:

Permit me to contradict an item of news which appeared in a morning paper of yesterday, which read as follows:

"Philip Loftus, aged nine years, of 83 Cherry street, was bitten by a dog in Cherry street a few days ago, and has hydrophebia. He cannot recover." I am a physician, and this case was brought to my notice on Monday, the 24th inst., nearly three weeks after the boy was bitten. When I arrived at his home he was laboring under most violent convulsions and manifested all the symptoms of the terrible disease. The case appeared to me so bad that I felt reluctant to administer anything without consulting other physicians. Accordingly I procured the attendance of three brother doctors, who pronounced the case to be one of hydrophobia, and also felt reluctant to administer anything to the patient. I considered, however, that there was still a hope, having given this disease long years of study, though it is generally considered incurable by the standard medical authorities. I first administered a warm bath, after which I used cold applications to the spine; gave him hydrate of chloral and bromide ammonia, with opium suppositories administered every three hours. After the first dose the parexysms were partially relieved, and he fell into a sound sleep, which lasted for a few hours. When he awoke the paroxysms again returned with their usual severity, the deglutition became extremely difficult, so much so that it was only by a great effort he was made to swallow another portion of the medicine. Again the symptoms became obedient to the remedy, with a marked improvement in the general condition of the patient. By continued persistence in the treatment he is now almost in a state of convalescence, and there is every hope of his recovery.

D. MCN., M. D.

## SHIPPING NEWS

Sun rises	5	20	Gov. Islandeve Sandy Hookeve Hell Gateeve	- 7	54
	-				

Steamers.	Sails	Destination.	Office.	
City of Paris Celtte. Veltoria. Egypt. Rhein America Nevada. Holsaria Holland City of Montreal. Atlantic. Canada. St Laurent. Weser City of Bristol.	M'ch 29. M'ch 29. M'ch 29. M'ch 29. Abril 2. April 2. April 3. Abril 5. April 5.	Bremen Bremen Liverpool Hamburg London Liverpool Liverpool Liverpool Havre Bremen	15 broadway. 19 Broadway. 19 Broadway. 7 Bowling Green 69 Broadway. 2 Bowling Green 2 Bowling Green 20 Broadway. 15 Broadway. 15 Broadway. 19 Broadway. 19 Broadway. 20 Broadway. 21 Bowling Green 115 Broadway. 21 Bowling Green 115 Broadway.	

## PORT OF NEW YORK, MARCH 27, 1878.

## CLEARED.

Steamship City of New York (Br), Jones, Liverpool via Queen-town—John G Dale, Steamship Thuringia (NG), Meyer, Hamburg—Kunhardt & Co. & Co.

Steamship City of Havana, Deaken, Havana—F Alexandre & Sons.

Steamship Magnolia, Palmer, Savannah—W R Garris steamship Georgia, Crowell, Charleston—H R Morgan & Co. Steamship Wyanoke, Couch, Norfolk, City Point and Richmond—Old Dominion Steamship Co. Steamship Roston—It P Dimock, Ship New World, Champion, London—Grinnell, Minturn

Bark Daphne (Nor), Olsen, London-Funch, Edye &

Bark Daphne (Nor), Olsen, London—Funch, Edye & Co.

Bark Estella, Loring, Marseilles—Brett, Son & Co.

Bark Lavinia, Dyer, Matanzas—Brett, Son & Co.

Brig Westord (Br), Bradshaw, Cork for orders—D R

De Wolf & Co.

Brig LJ Westaway (Br), Murchison, Montevideo for orders—Darrell & Co.

Brig Prindsesse Alexandra (Dan), Higgins, St Croix via

Noriolk—Boche Bros & Co.

Brig Nellie Howard, White, Galveston—M V Mc Mahon.

Brig Ossippee, Sprague, Galveston—C H Mallory & Co.

Schr Hattie Haskell, Young, Pernambuco—Jas E Ward

Co. Schr Phebe. Medero, Maranham and a market-B J Staples, schr Mary A Power, Willey, Cardenas—Snow & Burgess.
Schr Amelia Ann (Br), Vaques, Nassau-T T Montel &

Schr L A Edwards, Miller, Wilmington, NC-A Abbott. Schr L A Edwards, Miller, Wilmington, NC-Zophar Schr M L Wedmore, Terry, Washington, NC-Zophar Mills.
Schr James Veldren, Coulter, City Point, Va-Slaght & Schr C & C Brooks, Scull, Nerfolk-Slaght & Petty. Schr Prank Walter, Brewster, Baltimore-Slaght &

Petty. Schr H L Slaght, Willetts, Philadelphia—Slaght & Petty. Schr G A Hayden, Green, Pall River, Mass-Perguson &

Nood. schr J C Smith, Phillips, Taunton—A M Sares. schr J H Chaffee, Buell, Providence—Van Brunt & Bro. Schr Bracos, Tryon, Uncasville—Rackett & Bro. Sloop Mattapoisett, Culver, Derby, Ct—H W Jackson & steamer Mayflower, Fults, Philadelphia.

## ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TPLEGRAPH LINE. HERALD WHITESTONE TFLEGRAPH LINE.

Steamship Vicksburg, Rudolf, Aux Cayes March II, Jacmel 15th and Miragoane 19th, with misse to the New
York and West India Steamship Co. Had rough weather the entire passage.

Steamship Ellen S Terry, Salyear, Newbern, NC, with
misse and bassengers to Murray, Ferris & Co.

Steamship Wyanoke, Couch, Ricamond, City Point and
Norfolk, with miss and passengers to the Old Dominion
Steamship Co. Feter Schaffer, or to stab him therewith. Immediately after they tell upon the door and I had seen the above transaction I went upon my way and saw a policeman and told him he was probably needed at that saloon. At the time I let the saloon I was not aware a homicale had been committed.

Mr. Noxon hopes from this last intelligence that the Governor may be pleased to extend the respite to June 26, in order that Frailch's case may be propared and taken to the June General Term.

THE SIXTH CORPORAL WORK OF MERCY.

After spending some time in conversation with Mr. Noxon during the morning, and deriving from him many important points of information relative to his correspondence with the Governor, which has been partly given above, I ceit it to be a desirable and somewhat imperative duty to visit poor Henry Frailch in his condemned ceit in Oxondaga county prison.

The streets were rendered smooth as glaciers by the sheets of frezen rain which covered them, and it was only with great difficulty the hackman succeeded in keeping the well-developed bones of his ancient and very governable team unbroken while endeavoring to visit the prisoner.

Prospect Hill, the eminence on which the prison stands, was reached in three-quarters of an hour. It looks more like an hospital than a prison at first sight, with its very modest, unpretending brick entrance. There is a jotal absence of the terror

73 10, passed schr Lizzie Ives, from West Indies for New York.

Brig Isr soils (Br), Peterson, Belize 27 days, with logwood to desperant & Co.

Schr Inpulse (of Windsor, NS), Curtis, Maracaibo 19
days, with coffee to Schmillinsky, Lotz & Co. Was 7 days
nor a of Hatteras, with strong NE and NW gales.

Lon Rellie (of Belfast, Mc), French, St Pierre, Mart, 15
days, with sugar and a passengers, to H Trowbridge's Sons,
flad fine weather up to lat 33, from thence strong NE and
NW gales.

flad fine weather up to lat 33, from thence strong & NW gales.

Schr Eothen, Brandtberg, Aux Cayes 17 days, with log-wood and coffee to H Becker 4 Coc vessel to Youngs, Smith 4 Co. Had strong N and NE winds; was 5 days morth of thatteras. March 23, lat 38 10, lon 74, spoke bark Humboldt (Br., from for New York.

Schr Mary D Leach (of Provincetown), Atkins, Baracoa 13 days, with fruit to Wan Douglass; vessel to B. J. Wenberg. March 24, lat 38 30, lon 73 20, spoke schr Charles 8 Baylis, from Mobile for Boston.

Schr Kate Rommel, Adams, Cedar Keys 18 days, with cedar to the Eagle Pencil Co; vessel to Overton 4 Haw-

BOUND SOUTH.

Steamship Wamsutta, Pish, New Bedford for New York, with indee and namenaers to Perruson & Wood.
Schr Rate Church, Andrews, Georges Banks for New York, 21 days, with fish to Moon & Lamphear.
Schr Ida Ella, Smith, Pembroke for New York, with R J Mercer, Rackett, Providence for Philadel-

Schr R. J. Meder.

Schr E P Irwin, Johnson, New Haven for Philadelphia.

Schr Niantie, Padelford, New Haven for New York.

Schr G M Harris, Church, New London for New York.

Schr Joseph Hay, Beobe, Somerest for New York.

Schr Archer & Beeves, Smith, Brookhaven for Phila-Selpina.
Schr Maracaibo, Henley, Rockland for New York, with iumber to J Moore.

Providence for New York

lumber to J Moore.

Schr Ocean Wave, Bryan, Providence for New York,
Schr Merrill C Hart, Rawley, Newport for New York,
Schr Angler, Besse, Warcham for New York, with nails
to Parker Mills Go.
Steamer Galatea, Gale, Providence for New York, with
mode and passengers. Brig Antilles, Thestrup, New York for Portland. Schr Nellie H Hallock, New York for Eastport. Schr Hester, Davis, New York for Portchosier. Schr Mary Doane, Niekerson, New York for Newport. Schr Gornelius, Pratt, New York for Hoston. Schr Annie E Conklin, Conklin, New York for Nor-

Schr John Chaffee, Bearce, New York for Providence, Schr Mary Stowe, Fellows, Pensacola for Middletown, Schr Julia A Rich, Hulse, New York for Cambridge, Schr Commodore Kearney, Metcalf, Georgetown for lence. Schr Adelia Hamblin, Lewis, Port Johnson for New

Condon.

Schr Evergreen. Bunce. New York for Providence.
Schr V Barkalew, Martin. New York for Providence.
Schr Nightingale, Young. New York for Providence.
Schr Brazos. Tyren, New York for New London.
Schr Maria E Hearne, Palmer. Hoboken for Stamford.
Schr Maria E Hearne, Palmer. Hoboken for Stamford.
Schr Maria E Hearne, Palmer. Hoboken for Norwich.
Schr Lady Antrim, Ryder, New York for Warcham.
Schr H Burton, Johnson, Hoboken for Pawticket.
Schr Connecticut, Hart. New York for New Haven.
Schr Ffy, Dow. New York for Frovidence.
Schr Francis Ellen, Warren, New York for Boston.
Schr J G Lawson, Pitzpatrick, Haverstraw for New Haven.

kon. Schr Eric, Cantlin, New York for New London. Schr Hannah Blackman, Arnold, New York for Provilence. Schr James Ponder, Townsend, New York for Provieine.

Schr Sea Flower, Lincoin, New York for Lynn.
Schr Alabama, Smith, Philadelphia for Boston.
Schr Reio, Smith, Hoboken for New Haven.
Schr Emma W Day. Clark, Now York for Boston.
Schr Robert Byron, Clements, New York for

lence. Schr J K Mondell, Mainwaring, New York for New Lonion.
Schr E Barnes, Wilcox, New York for Pall River.
Schr J Ayres, Provost, New York for New Haven.
Schr Thomas E Cahill, Allen, New York for Provi lence. Schr James H Bayles, Arnold, New York for Provi-

lence.

Schr A J Williams, Morrell, ...ew York for Stamford.
Schr O C Acken, Mend, New York for Stamford.
Schr O C Acken, Mend, New York for Stamford.
Schr Evelyn, Burger, New York for Stamford.
Schr R A Forsythe, Hobbie, New York for Stamford.
Schr R A Gainten, Gale, New York for Fordence.
Steamer Gainten, Gale, New York for Froydence.
Steamer United States, Davis, New York for Fall River.

Brig Favorite, Woodward, from Port Spain. SAILED.

Steamships Thuringia, for Hamburg; Arragon, Bristol; City of New York, Liverpool; City of Havana, Havana; Magnolia, Savannah; Georgia, Charleston: Wyanoke, Richmond, &c; ship; Khersonese, Liverpool; barks Carib, St Croix via Norfolk; Rebecca Caruana, Matanzas; John Griffin, Havana; brigs Parana, St Johns, Pit; A B Patterson, Laguayra and Porto Cabello; Christine, Hamburg.

Marine Disasters. STRAMSHIP GREAT WESTERN (Br), Stamper, from Bristol for New York, went ashore at Blackmore (England) yes-

for New York, went ashore at Blackmore (England) yesterday (27th), during a fog.

Suir Europa, from New Orleans for Havre, before reported burned at sea, was abandoned so suddenly that the captain left his chrosometer and watch and was badly singed, the fiames then licking the mainmast. Eight hours after the fire was discovered in the fore hold it broke through the deck near the foremast, which was tottering when the ship was abandoned.

Shir Thomas Harwand, at New Orleans 21st linst from Havre, reports:—March 16, lat 25 35, ion 87 16, saw a light bearing about NW; run down for it, and it proved the hull of a large ship enveloped in flames from skem to stern; sent up rockets, but failed to discover any boats; supposed that she would go down in a few hours, as the fire was down to the water's edge: (The above vessel was no doubt the ship Europa, previously reported.)

Ship R C Witsthoor, from New York for Antwerp (before reported), was abandoned March 2 with it leet of water in her hold.

Bakk CELSSTE CLARK—The wreck of this vessel lies 136

in 1807 at Georgetown, P.E.I., whence she halled.

RARK PLORENCE BAKKR (Br), Jones, from Port Talbot for Galveston, with railway iron, feundered off Cape Clear March 20. The F B was 365 tons, built at Plymouth, NS, in 1805, and halled from Yarmouth, NS.

BARK OAK HILL, at San Francisco 19th inst from Port Blakely, bad a beavy gale on the 6th, which started plank in stern, and was compelled to throw the deckload

BARR PRIITA (Sp), before reported at St Johns, PR, in distress, was from Bull River, SC, for London, Escoto

BARE JESS LASSES (Nor), from London for Philadelphia, ashore at Indian River, is discharging her cargo, and has received no further damage. She will be sayed if the weather holds good. the weather holds good.

Schr Ada M Dyra-Steamship Old Dominion, at Norfolk 27th inst, from New York, reports:—March 26, 6 miles ESE of Smith's Island, fell in with the schr Ada M Dyer, in a sinking condition. The schr was taken in tow for Hampton Roads, but sunk when near the Tail of the "Shoe." in 5 tathoms of water. No lives were lost. The A M D registered 57 tons, was built at Essex, Mass. in 1865, and belonged in Provincetows. She sailed from Hampton Roads on the morning of the 26th with a cargo of eysters. The vessel and cargo were valued at \$15,000.

SCHR ALLE B Dyrg, at Philadelphia 26th from Baracoa, luring a heavy gale lost overboard deckload of 500 nuches bananas. Dunches bananas.

The wreck of schr G W Kimball, as she now lies ashore at Cuttyhuak, has been purchased by Capit B Church, of C. There was a small insurance on the vecsel. The sails and rigging have been taken off and carried to New Bedford.

Bedford.

Portland, Oregon, March 14—The ship Ilione (Br), for Liverpool, is ashore on the middle sands between Sands' and Smith's Point. The vessel lies in a very easy position, and endeavors will be made to get her off to-day.

Poskland, Me. March 25—Schr E E Stimpson, recently ashore at Wellfleet, is to be taken into the dock and thoroughly overhauled and repaired. Her false keel is gone, bottom chafed and rudder damaged.

Miscellaneous. Sair City of Brookers, 1744 tons, built at New York in 1854, rebuilt in 1867, and metalled last year, has been sold to parties in Maine at \$45,000, currency, to be delivered at Liverpool, where she now is.

Liverpool, where she now is.

Bark Mira Sheldon, Sheldon, from Philadelphia March 25 for Autwerp, is at anchor at Newcastle, Del. with crew refractory. The captain has returned to Philadelphia for a new crew.

Bark Saprho, of Mystic, Conn. which arrived at Liverpool 11th inst from Charleston, has been sold to parties there for £2000 sterling.

Brig Elvik Allen (Br), 267 tens. built at Shelburne, NS, in 1866, has been sold on private terms. BRIG ELIZA STEVENS. 444 tons, built at Cutler, Me, in 1866, has been sold for about \$19,000. SCHR MOTTO, 65 tens, was sold at auction at New London 25th inst to Heary Capron, of Providence, for \$640. 25th inst to Henry Capron, of Providence, for \$640.

Suffractions—At Northport, L. I. Jessie Caril has on the stocks in his vard a double-decked three-masted schooner of the following dimensions:—Keel, 117 feet; beam, 30 feet 8 inches; lower hold, 8½ feet; between decks, 5 feet, and 490 tons register, old measurement. She is being built for the fixm of Woodhouse 4 Rudd, of New York city, under the supervision of the Atlantic Insurance Company and will run in the Brazos trade. The material used in her construction is of the hest quality of oak, hackmatack and red cedar and she will be launched in thirty days. decks, 5 feet, and 480 tons register, old measurement. She is being built for the fiam of Woodhouse & Rudd, of New York city, under the supervision of the Atlantic Insurance Company and will run in the Brazostrade. The material used in her construction is of the best quality of als, hackmatack and red cedar and she will be launched in thirty days.

Edward Lefferts is building a schooner of 125 tons, old measurement, for parties in Huntington, LI, to be used as a packet between there and New York.

Jesse Jervis is building a sloop of 60 tons burden, old measurement, for Capt Septimus Brown, of Northport.

AtWaldoboro, Me, two vessels, of about 700 tons each, are on the stocks, and will be ready to launch as soon as the ice small leave, and by that time four more keels will be ready to lay.

be ready to lay.

The Kennebec Journal says that shipbuilding is improving on the Piscataqua. At the yard of John Neal, at Kittery, a fine ship of about 1490 tons is well advanced. Other vessels are to be built at this yard, it is expected, as oon as Spring opens.

Wm C Rowen expects soon to build, at Fire Island, a propeller 30 feet long and 9 feet beam.

Notice to Mariners.

Capt Gibbs, of US steamer Verbena, at New Bedford 26th inst, reports the Shovelful lightship on her station, the previous report of her having dragged two miles coult of her station being incorrect. Also that the wreek of bark M C Fox, sunk on the west side of Horseshoe Shoal, Vineyard Sound, has rolled over, and is no longer an obstruction to vessels passing that way.

Ship John C Potter, McClure, from Liverpool for Callao, Feb 17, lat 19 25 N, lon 26 18 W.
Ship John C Potter, McClure, from Liverpool for Callao, Feb 17, lat 19 25 N, lon 26 18 W.
Ship Eveline (Br), Lockhead, from Pensacola for Greenock, Feb 18, lat 21 10 N, lon 27 80 W.
Ship Quintero (duab, Manning, from Boston for Valpaparaiso, Jan 30, lat 33 S, lon 30 W.
Bark Caldera (Br), from Swansea for Valparaiso, Feb 18, lat 21 10 N, lon 27 50. Had lost overboard Feb 1 her first and second marks.
Brig Crimea, Winding, from San Bias for San Francisco, March 18, lat 32 N, lon 130 W.
Schr Edie Waters, from Boston for Walwick Bay, Africa, Feb 1 Lat 32 N, lon 130 W. F. Edie Wafers, from Boston for Walwick Bay, Af-

Pereign Ports. ADELAIDE, no date (by tel to London)—Sailed, ship-Agra, Miller, London.

Banacoa, March 14—In port schrs Hiawatha, Ella May, F G Davis, Clara Clark, Keokuk, and S C Noyes, all for New York. New York.

Makay, New York.

Makay, New York.

Makay, New York.

Mayana, March 26—Sailed, steamship City of Merida,
Timmerman, New York (not 24th, as before reported).

Halfrax, March 21—Sailed, barks G P Faysant (Br),
Lewis (not Blenkhorn). Philadelphia etc load oil for a
port between Havre and Hamburg); 25th, Tancock (Br),
Relaware Breakwater.

Lewis (not Blenkhorn), Philadelphia (to load oil for a port between Havre and Hamburg); 25th, Tancock (Br), Delaware Breakwater.

JACKEL, March 18—In port schr Mary E Higgins, Paine, for New York, 25th; Crown Point, Taylor, from sew York, just arrived.

Liveurool, March 25—Arrived, ship N & E Gardner (Br), Journeay, Mobile.

Arrived 27th, steamship Annie Ainslie (Br), Corkery, New Orleans. LONDON-Ship Magnet, trospy, from rekomms seer in, did not arrive at London 3d inst, but her arrival is daily looked for.

Messina, March 9—In port ship Rochester, Clough, for New Orleans in 4 or 5 days; barks Tidal Wave (8r), Crossy, for Boston, to commence leg in 10 days; Bounding Billow, Reynolds, from Maits, arrived 5th, for Boston; Sicilian, Percival, from Barcelona, arrived 5th, for Boston; Sicilian, Percival, from Barcelona, arrived 5th, for Boston; Alaska, Potter, and Gipsy (8r), Cremor, for New York, Idg; D McPherson (Br), Dody, for United States, do: J G Nerwood, Harkness, for do do: thrigs F il Todd, McGulfre, Robert Dillon, Blatchford, and Chara Flexens, Resers, for do do: schrs Gem, Cole. for do do; Queen of the Isle (Br), for do: billon, Blatchford, and Chara Flexens, March B.—Arrived, brig Flamingo (Br), Musfeld, Lisboaca, March B.—Arrived, brig Flamingo (Br), Litson, for New York: Victoria B. port harks Ilva (Br), Litson, for New York: Victoria B. port harks Ilva (Br), Litson, for New York: Victoria B. port harks Ilva (Br), Litson, in (Ger), for do: brigs March B.—Sabiled, ord o, schr Dreadungski (Br), Stacomb, unc.

MIRAGOANE, March 19—In port brig Constantine, from in Arrived: schr Liney Holmes, Payse (or Eddridge), for New York; ready.

Passarowno, Jan 20—Sailed, ship Metador (Ger), Stenzil, Boston.

PASSAROBANG, Jun 29—Sailed, sinp metanor (Ger), Sienzil, Boston.
QUERRETOWN, March 26—Sailed, steamship City of Bristol (Br), Jones (from Liverpool), New York.
St Piranu, Mari, March 12—In port brig China (Br), for New York next day.
St Jonn, NB, March 25—Gleared, schrs E G Sawyer, Hill, Cardenas; Active, Havana.

Hill, Cardenas; Active, Havana.

American Ports.

BOSTON, March 26—Arrived, schra W D Bickford, Hoyt (not Whitford), Cape Haytien; Cornella, Dennison, Port Johnson.

Cleared—Steamships Wm Kennedy, Foster, Baltimoro via Norfolk; Nerous, Bearse, New York; brigs Mary E; Ladd (Br.), Porter, Surinam; Jessic Rhymas, Willis, Clentuccos; schr Daniel Webster (late bark), Haskell, Manzamilla (Cluba).

Also cleared, steamship Saxon, Crowell, Philadelphia; schr Elizabeth Magee, Barrett, do.

7th—Arrived, steamships Sortiental, Snow, Savannah; Plag, Poster, Charleston; Neptune, Baker, New York, BALTMOKE, March 26—Arrived, steamser Blacksdone, Hallett, Boston via Norfolk; brig Maggie Vail (Sr.), Holt, Mannaas; schrs St. Williams, Newbury, Heboken: Forest Oak, Parker, New Haven; Mary E Amsden. Brooks, Boston. Below—Ship Antoinette (NG), 17om Liverpool; bark Anna (Nor), from Matanzas.
Cleared—Barks Gainsthea (Nort). Murthenson, Hull, F; Faders Minde (Dan). Berg, Copenhagen, for orders; schrs Clara, Lippincott, Hoboken; J J Ward, Imman, Jersey City.

CHARLESTON, March 27—Arrived, 'brig M E Pennell, Eaton, Demerara; schrs "A L Batter," Boston; E L Neftene, Sterling, Havana.

Salled—Steamships South, Carolina, Beckett, New York; Mercedita, Marshman, Boston.

FALLETYER, March 25—Sallad, Schrz Ella Francis, Edger; Thos Lyter, Handy; R H Wilson, Harris, and Bry Copenhagen, Lorder, Handy; R H Wilson, Harris, Galverson, Occ.

GROBGETOWN, DO, March 28—Arrived, ship Reunion, Ourits, Havre; barks Minon (Nor.), Hansen, Cardiff; Yeke & Mebrard Bry Larks Minon (Nor.), Hansen, Cardiff; Yeke & Mebrard Bry Larks Minon (Nor.), Hansen, Cardiff; Yeke & Mebrard Bry Larks Minon (Nor.), Hansen, Cardiff; Yeke & Mebrard Bry Larks Minon (Nor.), Hansen, Cardiff; Yeke & Mebrard Bry Larks Minon (Nor.), Hansen, Cardiff; Yeke & Mebrard Bry Larks Minon (Nor.), Hansen, Cardiff; Yeke & Mebrard Bry Larks Minon (Nor.), Hansen, Cardiff; Yeke & Mebrard Bry Larks Minon (Nor.), Hansen, Cardiff; Yeke & Mebrard Bry Larks Minon (Nor.), Hansen, Cardiff; Yeke & Mebrard B mas. Cleared 19th, schrs Colorado, Herrick, New York; 20th, Maitiand, Colcord, Matanzas; Eureka, Strout, Boston; Sea Lark, Miller, Aux Cayes; 21st, J H White, Smith, New sation. Sailed 21st, bark Crown Jewel (Br), Corning, Cork on Almouth for orders.
MARBLEHEAD, March 22—Sailed, schr Lizzie C Hickman, Robinson, Philadelphia.

MILLBRIDGE, March 22—Arrived, brigs W R Sawyer,
Mitchell, Boston: J Leighton, Leighton, do: sehr Mahas-Mitchell, Boston: J Leighton, Leighton, do; schr Mahaska, Sawyer, Brunswick, Ga.

NEW ORLEANS, Marchi 22—Arrived, steamship Arbittator (new), Craig, Liverpool: ships Freeman Clark, Bosworth, Havre; John Watt, Morse, do; Merchant, Gammans, do; Maytlower, Call, do; barks Marienlyst (Dany, Lindhard, London; Weaser (Ger), Poppe, Plymouth (Eng) brigs Jeanne-Hauf, Buten; Lina, Witte, Rio Janeiro, Lindhard, London; Page, Crom Barrow; brig Geo Giberst, Hart, from New York, and others, as reported 2ist. Cleared—Steamships Geo Washington, Quick, New York; Gen Meade, Sampson, do; Cuba, Johnson, Baittmore, via Havana and Key West; barks Polymnie (Fr), Jhones, Havre; Fleetwing, Davis, Genoa; schr Mai (Br), Port Antonio, Ja.

Port Antonio, Ja.

Boutuwast Pass, March 22.—Arrived, snip Northampton, Macloon, Liverpool; barks Annie, Kimball, Stingon, Bordeaux, Kong Carl (Nor), Marcusson, Cardiff-Sailed, barks Alexander and Due Fratelli.

Inside, bound out, ships Success, Sea Flower and Hamingia and steamer Missouri.

On the bar, bound out, steamship Legislator and bark Imperator. for New York, went ashore at Blackmore (England) yesterday (27th), during a fog.

Suir Eurora, from New Orleans for Havre, before reported burned at sea, was abandoned so suddenly that the captain left his chromometer and watch and was badly singed, the flames then licking the mainmast. Eight hours after the fire was discovered in the fore hold it broke through the deck near the foremast, which was tottering when the ship was abandoned.

Shir Thomas Harwane, at New Orleans 21st inst from Havre, reports:—March 16, 1st 25 35, lons 716, saw a light bearing about NW; run down for it, and it proved the hull of a large ship enveloped in flames from sem to stern; sent up rockets, but failed to discover any boats; supposed that she would go down in a few hours, as the fire was down to the water's edge. (The above vessel was no doubt the ship Europa, previously reported.).

Shir R C Winner, from New York for Antwerp (before reported), was abandoned March 2 with 11 feet of water in her hold.

Bark CRLESTE CLARK—The wreck of this vessel lies 1½ miles east of Little Round Shoal. The decks are washed off and the vessel split open, but her cargo, which consists of railroad, bar and scrap iron and crockery, may be partly if not entirely saved 1f the weather permits. Two schooners are lying by her, but owing to the heavy sea had not been able to accomplish anything yet. The lowermasts, which have leaded to the lowermasts.

Baik J W (Br), Currle, from Pensacola or Bridgewater.

NS. for Montevidee and Buenos Ayres, was totally wrecked previous to Feb 7, about 5 miles east of the light. Decked previous to Feb 7, about 5 miles east of the light. Decked previous to Feb 7, about 5 miles east of the light. Decked previous to Feb 7, about 5 miles east of the light. Decked previous to Feb 7, about 5 miles east of the light. Decked previous to Feb 7, about 5 miles east of the light. Decked previous to Feb 7, about 5 miles east of the light. Decked previous to Feb 7, about 5 miles east of the light. Decked previous to Feb 7, about 5 mile

ton, Clark, from New York.

At the bar 19th, waiting to get out, schrs Carrie, Chase, and Franklin, Berry, for New York; Maud Websser, Wentworth, 10r Pascagoula, Philhadbleth March 25—Arrived, ship Robena, Dargett, Havre, via Savannah; barks Adrinna Petro-Dargett, Havre, via Savannah; barks Adrinna Petro-Bella (Butch), Fleus, Liverpool; Hornet, Hopkins, Messina; schrs Allie B Dyer, Cummins, Baracoa; Jos Baxter, Baxter, Wood's Hole.

Cleared—Bark R. H. Purinton, Crossley, Sagua; brig Bernicia (Br), Coan, London; schr Ontara, Sprague, Calbarien. Calbarien.

Zith—Arrived, barks Olaf (Nor), Nickelsen, Liverpool;
Margherita C (Ital), Lauro, Palermo; brigs Alf (Nor),
Stein, Falmouth; Lizabel, Mahony, Cardenas; Ernestine,
Knight, Matanass: schrs Lucy K Coggswell, Lee, Newburyport; schr Waiter Palmer, Cole, Hoboken.
Cleared-Steamship Rattlesnake, Albertson, Portsmouth; schr Emma M Fox, Case, Fall River.
Lawes, Del, March Zi-A few schooners bave gode out
from the upper part of the harbor. All other vessels remain.

from the upper part of the harbor. All other vessels remain the upper part of the harbor. All other vessels remain, the properties of the harbor. All other vessels remain, decoration, Sc. for Thomaston; Addie F Treat, Handedon, Bath for New York. Thomaston; Addie F Treat, Hoddon, Bath for New York.

Cleared-Schr Willie Martin. Blake, Newark, NJ. 26th—Cleared, barks Ellen Sievens, Howe, and Cephas Starret. Habbidge, Matauzas.

PROVIDENCE, March 26—Arrived, schr Nicanor, Hannah, Hoboken.

Sailed—Schrs Titmouse, Handren, Virginia; J Albert Smith, Robbins, do; Nathaniel Chace, West, do; Martha N Hall (new). Surgess, Baltimore? Henry A Pauli, Stranse, do; Oregon, Wilson, New York; Island Belle, Buckminster, do; John Stockham, Hart, do; Sntire, Kinner, do; Horry & Ned, Palmer, do; Floway, Enos, do; Minnesota, Dow, do; Thomas Morris, Dolliver, do; Rachel Jane, Taylor, do; D T Willetts, Smith, do. RICHMOND, March 25—Arrived, steamship Isaac Bell, Blakeman, New York.

SAN FRANCISCO, March 18—Arrived, ship Portlaw (Br), Lloyd, Liverpool; bark St Luciene (Fr), Anbriot, Iquique.

Sailed—Ships Scotia, Drummond, Cork; Highlander, Willcomb, Liverpool, 27th—Arrived, ship Jas Poster, Jr, Cunningham, New York.

SANANNAH, March 27—Arrived, steamship Seminole, SANANNAH, March 27—Arrived, steamship Seminole,

SANANNAH, March 37-Arrived, steamship Seminole, SANANNAH, March 31—Arrivod, steamship Seminole, Matthews, Boston.
Cleared—Schr C C Bearse, Blaisdell, New York, Salled—Schr C C Bearses, Mallory, New York, Salled—Semship Gen Barnes, Mallory, New York, STONINGTON, March 25—Arrived, schr Josephine, Caswell, New York for Narragansett Pier.
Salled—Schr Thomas Hull, Brown, New York, and all others bound West.
26th—Arrived, schr H P Stokes, Warcham for New York, put in for repairs on sails.
WILMINGTON, NC, March 25—Cleared, brig Rufus (Nor), Jorgenson, Bremen; schr Katle P Lunt, Fomeroy, Boston. Soston. Warch 19—Arrived, schr Albert Dailey, WINTERPORT, March 19—Arrived, schr Albert Dailey, Nason, Bath (and cleared 22d for Washington). WICKFORD, March 24—Arrived, schr Fakir, Knowles, Elizabethport.

A BSOLUTE DIVORCES OBTAINED IN ANY STATE:
A begaleverywhere; desertion, &c., sufficient cause, no
publicity required; no charge until divorce is granted;
advice iree. M. HOUSE, Attorney, 194 Broadway.

A BSOLUTE DIVORCES OBTAINED FROM COURTS
of different States; legal everywhere; so publicity;
no fees in advance; advice free; commissioner for every
state.

Counsellor-at-Law, 363 Broadway. A -HERALD BRANCH OFFICE, BROOKLYN, corner of Fulton avenue and Boorum street.

Open treen 8 A. M. to 9 P. M.
On Sunday from 3 to 9 P. M.

TOR SALE OR EXCHANGE—A BEAUTIFULLY SITU. ated Country Residence, comprising about five acres of land and all the buildings desirable for a gentleman's residence, within one mile of eight depots, the neares within six minutes' walk; 50 minutes from Wall street. The location is high, dry and healthy; fine views. The grounds are handsomely laid out, with abundance of trait and ornamental trees. The house is in perfect repair; elegantly fluished; has all the modern improvements; contains 20 rooms; fine stable, gardener's cottage, dc. It has few equals as a desirable suburban residence, full particulars and photographs at S. IRELAND'S, 201 Broadway. OR SALE OR EXCHANGE—A BEAUTIFULLY SITU-

Broadway.

HUNDREDS CURED DAILY BY DE GRATH'S DEOBSTRUENT, for Rheumatism. Neuralizio Cramps, Salt Rheum. Lumbago, Sprains, Brunes, Pienriay and Cramps, also Serfonia, Dropsy, Erysipelas and all impurities of the body of cured by DE GRATH'S ELECTRIC SCROPCLA PLUID; also DE GRATH'S ELECTRIC HERB PILLS, for Dyspepsia, Liver or Kidney Compliant, Indigestion, and an antidite for strong drinks sent by mail for 35 cents. Read hundreds of cases cured daily at the office. Consultation free, Come one, come all, and see the wonderful cures made. The only depot and laboratory, 152 Washington street, Jersey City. Mrs. CHAS, DE GRATH, sole manulacturer and proprietor, late of Philadelphia.

HEUMATISM SUFFERERS.—BE IT KNOWN TO Whom it deeply concerns that Prof. MAC, the only conqueror on the globe of the above and all its various maladies by the discovery of his Infallible New Zealand Plaster, can be consulted only at 155 East Twenty-ninth street, New York. Apply for references in unmerable of cured patients when all other remedies failed, and visit some of them prior to calling on him and save valuable time. Hours 10 A. M. to 4 P. M. and 7 to 9 P. M. If Prof. MAC should not be in leave address to Assistant. N. B.—Prof. MAC makes no cripples for life, but purpose nity cures.